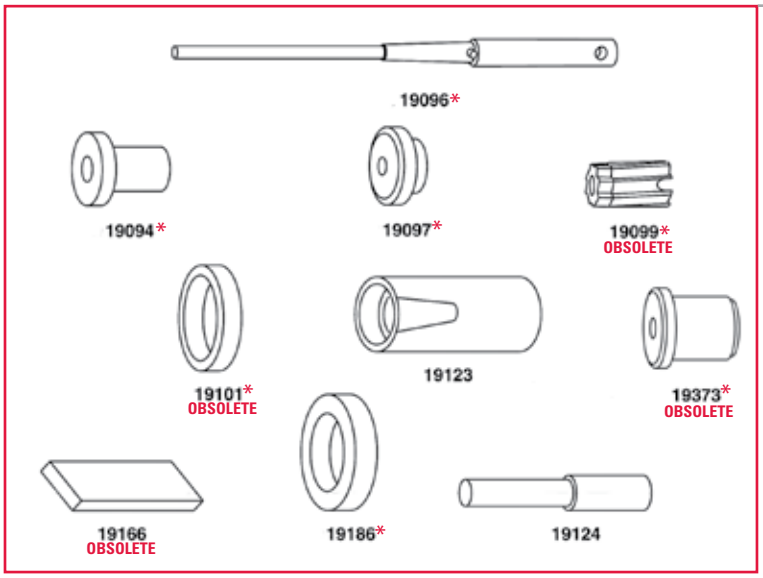
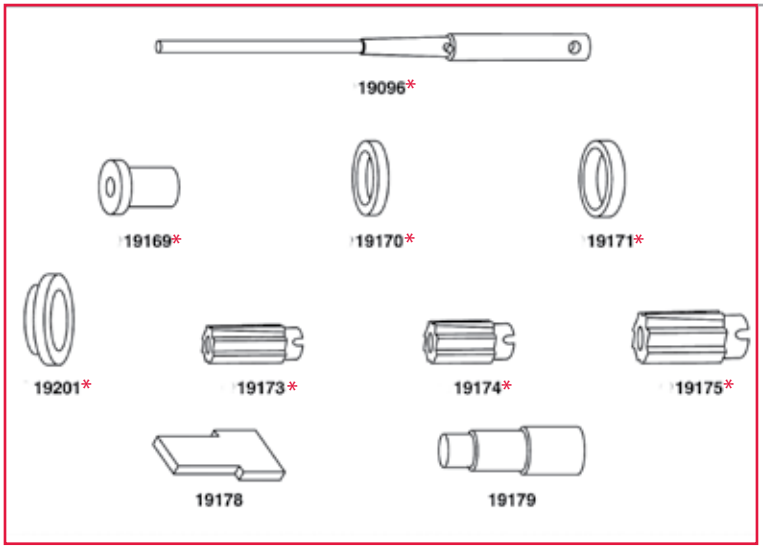


19158* Main Bearing Tool Kit - OBSOLETE
For installing steel backed aluminum bearings in Engine Models 6, 8, 6B, 8B, N, 90000, 100700, 110000, 120000, 130000. THE KIT IS OBSOLETE, BUT SOME OF THE PARTS IN THE KIT ARE STILL AVAILABLE.
Kit includes:

19096*	Pilot
19094*	Pilot Guide Bushing
19097*	Pilot Guide Bushing
19099*	Reamer - Counterbore - **OBSOLETE**
19101*	Reamer Guide Bushing - **OBSOLETE**
19123	Cylinder Support Jack
19124	Bushing Driver
19166	Plug Gauge - **OBSOLETE**
19186*	Reamer Guide Bushing
19373*	Pilot Guide Bushing - **OBSOLETE**

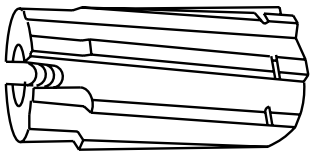
Note: Each tool part number can also be ordered separately.



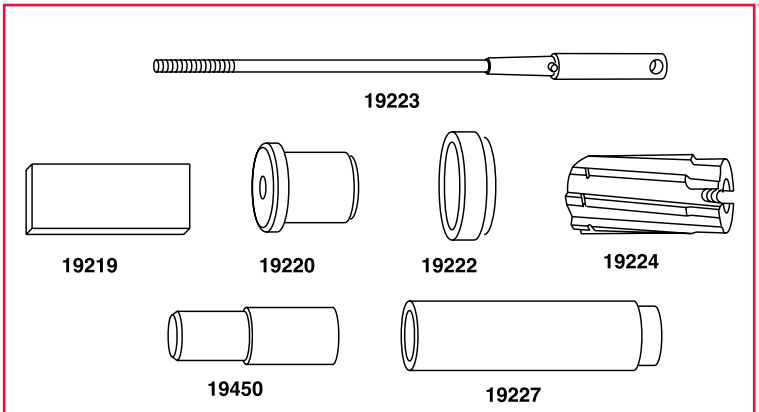
19184* Main Bearing Tool Kit - OBSOLETE
For installing steel backed aluminum bearings in Engine Models 130000 (PTO side only), 140000, 170000, 171000, 190000, 191000. THE KIT IS OBSOLETE, BUT THE PARTS IN THE KIT ARE STILL AVAILABLE.
Kit includes:

19096*	Pilot
19169*	Pilot Guide Bushing
19170*	Reamer Guide Bushing
19171*	Reamer Guide Bushing
19173*	Reamer - Finish
19174*	Reamer - Counterbore
19175*	Reamer - Finish
19178	Plug Gauge
19179	Bushing Driver
19201*	Reamer Guide Bushing

Note: Each tool part number can also be ordered separately.



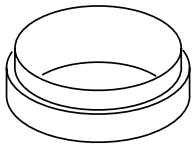
19281* Reamer - Counterbore
For installing DU bearing in PTO bearing: Horizontal Crankshaft Models 140000, 170000, 190000.
For installing DU bearing in MAG. bearing: Vertical Crankshaft Engine Models 171000, 191000.



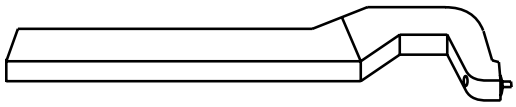
19228* Main Bearing Tool Kit
For Servicing Engine Models 220000, 250000, 280000, 400000, 420000.
Kit includes:

19219	Plug Gauge
19220	Pilot Guide Bushing
19222	Reamer Guide Bushing
19223	Pilot
19224	Reamer - Counterbore
19450	Bushing Driver
19227	Cylinder Support Jack

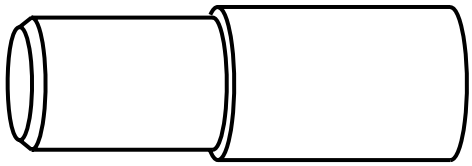
Note: Each tool part number can also be ordered separately.



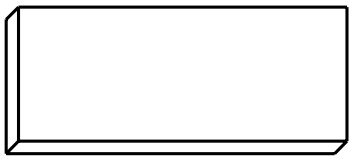
19282* Reamer Guide Bushing "MAGNETO"
Use with 19096 pilot, 19179 bushing driver and 19227 cylinder support.



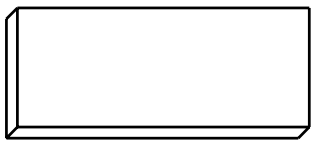
19344 Roll Pin Driver
For installing roll pin in magneto main bearing on V–Twin Vanguard™ engines.



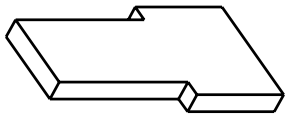
19349 Bearing Driver
For replacing magneto side main bearing on V–Twin Vanguard™ engines built before 97050100.
Use with 19227 Cylinder Support Tool.



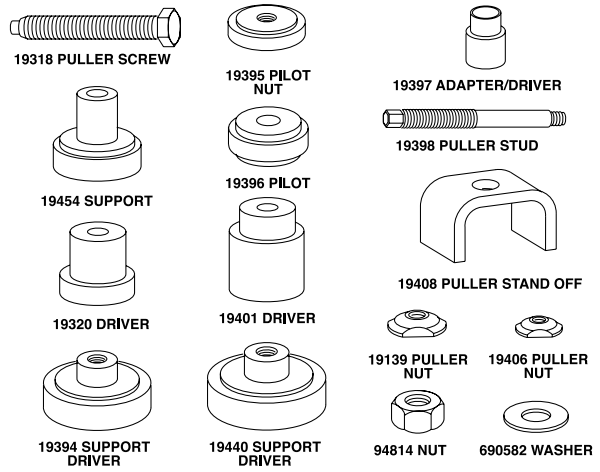
19377* Main Bearing Plug Gauge
Checking magneto bearing for wear - Vanguard™ engine Model 161400.



19378* Main Bearing Plug Gauge
Checking magneto and PTO bearing for wear - Vanguard™ engine Models 260700, 261700.



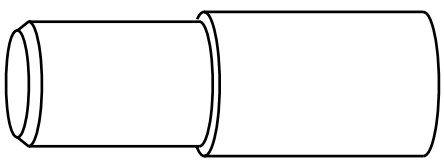
19380 Main Bearing Plug Gauge
Checking magneto and PTO bearing for wear - V–Twin Vanguard™ engines.



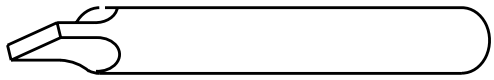
19407 Main Bearing Tool Kit
For Servicing Engine Models 85400, 115400, 185400, 245400.
Kit Includes:

19139	Puller Nut	19398	Puller Stud
19318	Puller Screw	19401	Driver
19454	Support	19406	Puller Nut
19320	Driver	19408	Puller Stand Off
19394	Support Driver	19440	Support Driver
19395	Pilot Nut	94814	Nut
19396	Pilot	690582	Washer
19397	Adapter/Driver		

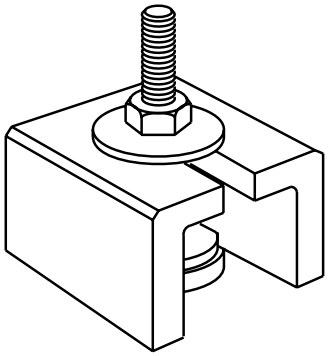
Note: Each tool part number can also be ordered separately.



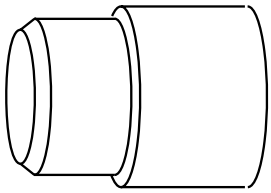
19450 Bearing Driver
For replacing magneto side main bearing on V–Twin Vanguard™ engines built after 97043000.
Use with 19227 Cylinder Support Tool.



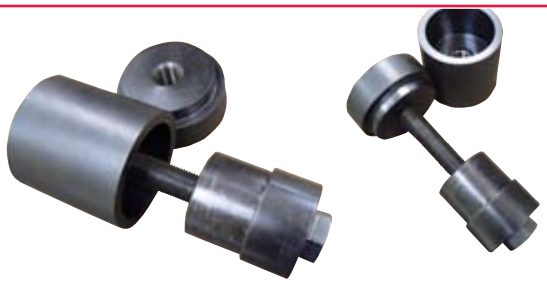
Cam Bearing Plug Gauges
19164 Checking cam gear bearings for wear - most engine models.
19383* Checking cam gear bearings for wear - Vanguard™ engine Models 161400, 260700, 261700.
19384 Checking cam gear bearing for wear - Mag. side V–Twin Vanguard™ engines.
19386 Checking cam gear bearing for wear - PTO side V–Twin Vanguard™ engines.
19387* Checking cam gear bearings for wear. Engine Models 97700, 99700.



19421 Puller, Camshaft Bearing
For removing camshaft bearing on Vanguard™ 3-cylinder liquid-cooled engines.



19422 Driver, Camshaft Bearing
For installing camshaft bearing on Vanguard™ 3-cylinder liquid-cooled engines.

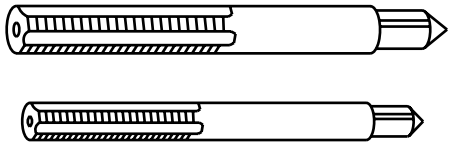


19592 Magneto Bearing Puller/Installer
This tool is designed for Magneto main bearing removal and reinstallation of the 54 and 61 cubic inch Big Block™ engines. It is essentially a hand-operated press. The bearing is pulled into the block as it is staked from the inside. Installation is the reverse, as an oil groove needs to be aligned from the inside.

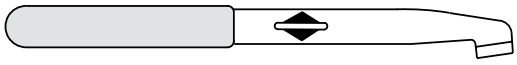
To use, a mandrel locks into the bearing. The bolt acts as a lead screw and pulls the mandrel and the bearing into a cup machined into a threaded fixture that straddles the bearing recess. For installation, another threaded fixture is substituted for the cup and the new bearing is pulled into position. Simply tighten all the way and the bearing will be brought to the proper recess by the design of the tool.

Screwdrivers - Carburetor Jet
For removing most carburetor jets.

19061 Screwdriver, small jets
19062 Screwdriver, large jets

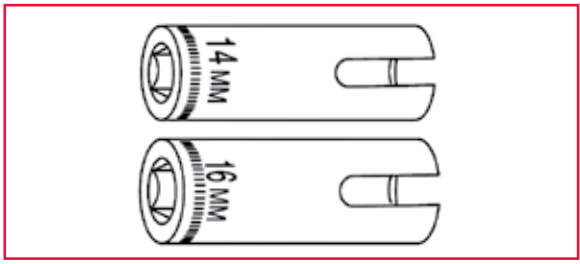


19245 Carburetor Tap Set
For cleaning threads in 2-piece flo–jet carburetor.
5/16"–32 NEF
1/4"–32 NEF



19305* Carburetor Offset Screwdriver
For removing carburetor from 3 HP and 5 HP horizontal crankshaft engines. Offset feature allows access to lower carburetor mounting screw for quick removal.

19455 Torx® E5 Socket
For removing and installing carburetor mounting studs on engines equipped with Torx® drive intake manifolds such as the Intek™ V-Twin engines.



19458 14 mm Carburetor Socket
19459 16 mm Carburetor Socket
Remove and install main jet housing on Intek™ V-Twin engines, Extended Life Series™ Model 44.

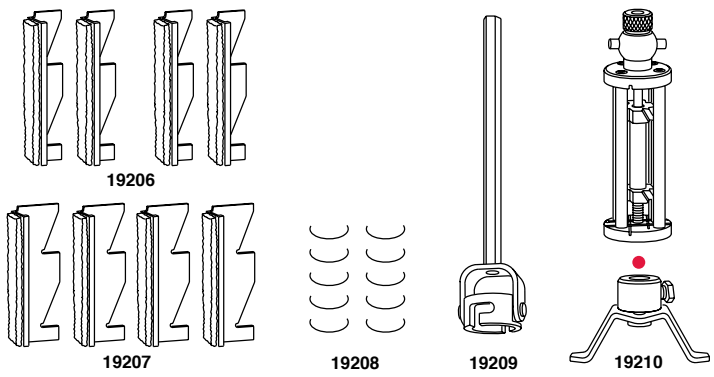
19461 Primer Bulb Removal Tool
For quick and easy removal of primer bulb and retainer on engines equipped w/primer bulb system.

19462 Primer Bulb Installation Tool
Installs new primer bulb and retainer in a “snap”.

19570 Screwdriver Set

The Briggs & Stratton Power Products 7.0 kW Standby Generator comes from the factory with provisions to change the mixer jet to allow use with natural gas or liquid propane. All that's required to make the conversion is the provided jet and this 19570 screwdriver set. Not just any screwdriver will do. The blade must be thin to fit the jet slot – approximately .040" (1 mm) - but wide enough to reach across the jet. At the same time it cannot be too wide or it will shave the peaks off the threads of the jet cavity. A tall order but the 19570 screwdriver set does it all. Also makes an excellent handle for 19442 star bits.

CYLINDER RESIZING



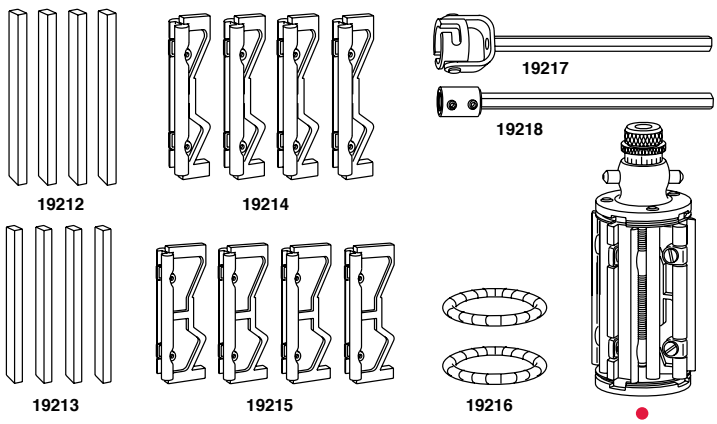
19205 Ammco Hone Set For Aluminum Bore Engines

Set Includes:

19206	Stone Set, 320 grit, Range 1–7/8" to 2–3/4" (47.6 mm to 69.9 mm) For aluminum bore engines
19207	Stone Set, 320 grit, Range 2–3/4" to 3–5/8" (69.8 mm to 92.0 mm) For aluminum bore engines
19208	Stone Retainer Springs
19209	Drive Shank
19210	Stop

● Carrier Not Available Separately

Note: Each tool part number can also be ordered separately.



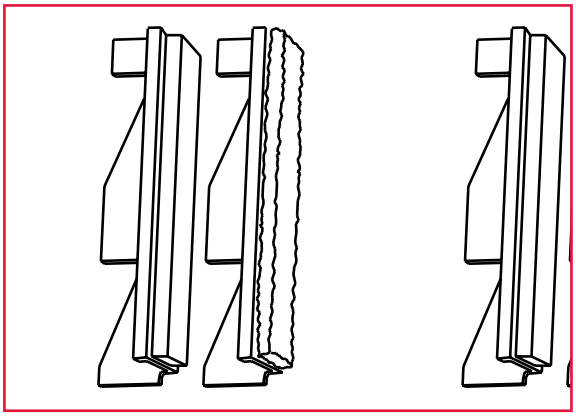
19211 Ammco Hone Set For Cast Iron Bore/ Sleeve Engines

Set Includes:

19212	Stone Set, 60 grit for cast iron bore/sleeve engines
19213	Stone Set, 220 grit for cast iron bore/sleeve engines
19214	Stone Carrier, Range 2–1/2" to 3–5/16" (63.5 mm to 84.1 mm)
19215	Stone Carrier, Range 3–5/16" to 4–1/8" (84.1 mm to 104.8 mm)
19216	Stone Retainer Springs
19217	Drive Shank
19218	Extension

● Carrier Not Available Separately

Note: Each tool part number can also be ordered separately.



19303 Stone Set
60 grit, range 1–7/8" to 2–3/4" (47.6 mm to 69.9 mm). Use with 19205 hone set.

19304 Stone Set
220 grit, range 1–7/8" to 2–3/4" (47.6 mm to 69.9 mm). Use with 19205 hone set.

19541 Stone Set
320 grit, range 1–7/8" to 2–3/4" (47.6 mm to 69.9 mm). Use with 19205 hone set.

ELECTRICAL TESTING

19449 15 Amp Fuse
19571 11 Amp Fuse
Recently, our Fluke® Digital Multimeter supplier substituted a Model 73 Series III for the Model 73 Series II meter we'd been buying for years. The meter specifications were the same so the change passed our quality audit with no problem. What came as a surprise a short time later is the Series III meter uses an **11 amp fuse** instead of the **15 amp used** by the Series II. It is never a good idea to replace a fuse with one that is incorrectly rated for the meter and damage may result. If you have a Fluke Series II Multimeter, you need a **15 amp fuse, part number 19449**. If you have a Series III Multimeter, you need an **11 amp fuse, part number 19571**.

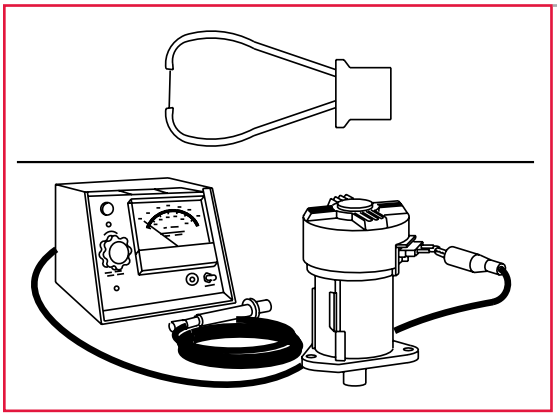
19581 Digital Multimeter
Use for diagnosing and testing electrical, charging and starting systems just to mention a few. This meter also comes with the Ⓐ Cable and software to connect to a computer for diagnostic readings of the equipment you are testing.

Meter Features:

Volts Scale:	0 to 750 AC
	0 to 1000 DC
Ohms Scale:	0 to 320,000,000
Amperage - AC, DC	0 to 10 Continuous
	0 to 20 for 30 Seconds

Audible Diode Test
Audible Continuity Test
Auto Ranging
Capacitance
Frequency Testing
and comes with
Ⓑ Temperature Testing Thermal Coupler

NOTE: See 19499 AC/DC Current Clamp for more uses.



19278* Test Plug Adapter
Test plug adapter serves as a convenient connector for HI–POT testing 120 volt electric motor.

IMPORTANT: Refer to Electric Motor Service and Repair Instructions Manual, MS-8247, for detailed HI-POT testing procedures.

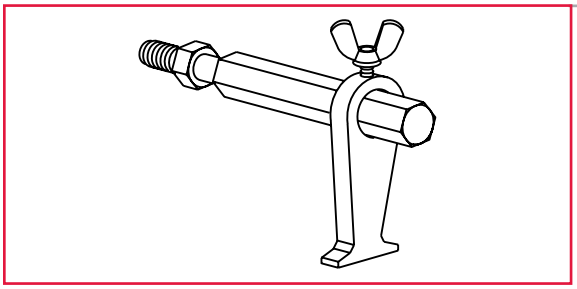
19499 AC/DC Current Clamp
Use with 19581 Digital Multimeter and the previous19464 Fluke Digital Multimeter Series III Model 73.
A quick alternative to the DC shunt for checking charging output and starter motor current draw.

19528 PowerLink® Test Box
Use with 19464 Digital Multimeter for testing AC output on the 19581 PowerLink® Stators.

19543 Capacitance-Frequency Meter
Used for checking the frequency (Hz) on a running generator. Flip switch on meter to “FREQ”, use plug-in, and plug into AC outlet on generator. Compatible with 50 or 60 Hz generators.

To test a capacitor, flip switch to “CAP” and touch probes to terminals on capacitor and the capacitance will be displayed. Capacitance range is 10 to 99 microfarads.

Flywheel Pullers
19069 - small, whole distance 1-5/8" or 1.630"
19165 - medium, whole distance 2" or 2.010"
19203 - large, whole distance 2-13/16" or 2.820



19418 Flywheel Holder
For removing and installing flywheel on Vanguard™ 3-cylinder liquid-cooled engines.

19433 Flywheel Strap Wrench
For holding flywheel while removing and torquing flywheel nut on all engine models.

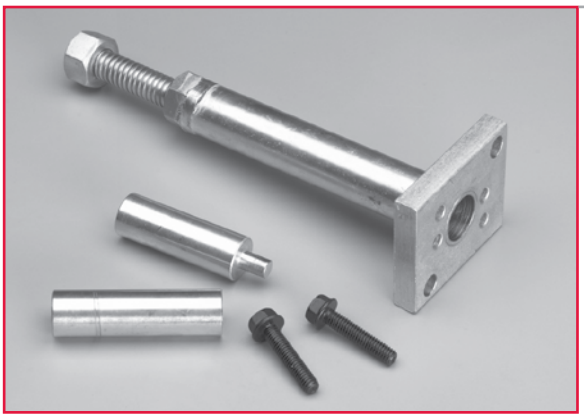
Note: Replacement strap is available separately. Order Part #19448.

19489 Flywheel Holder
For use on engines equipped with fan retainer. 280000 & 310000 single cylinder engines, Vanguard™ V–Twin, Opposed Twin, V–Twin Intek™.

19538* Flywheel Puller - Micro Engine
For removing flywheels on Micro engine. Includes driver and an adapter for clutch drive engines.

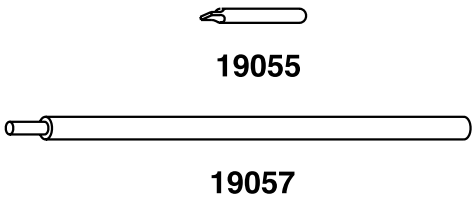
19590 Rotor Puller
This tool is designed to remove the rotor from the engine crankshaft taper on the new 18/20 kW Home Generator System.

- Use repair manual 277528GS for detailed instructions on how to safely remove the rotor with this puller kit



19534 Flywheel Puller - PowerLink®
Required when removing and installing flywheel on engines equipped with the PowerLink® systems. Also works on most other flywheels.

IGNITION & RELATED PARTS SERVICING



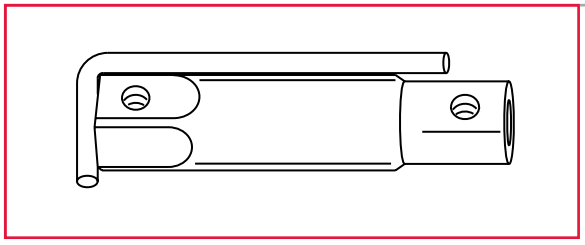
Breaker Point Plunger Hole Servicing
Servicing breaker point plunger hole - order separately.

19055 Plug Gauge
19057 Bushing Driver

19368 Ignition Tester
Used to test all ignition coils except Vanguard™ 3 L/C gas engines. For the Vanguard™ 3 L/C gas engines, please see 19400 Spark Tester.

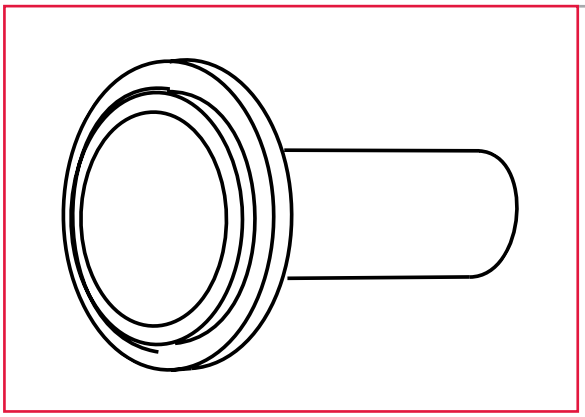
19400 Spark Tester
Special Air Gap of .400" (10 mm) for use on Vanguard™ 3-cylinder liquid-cooled engines.

19525 Polarity Indicator Key Fob
This polarity indicator offers the inquisitive technician or vocational science teacher the opportunity to see the magnetic poles on any magnet or flywheel magnets.

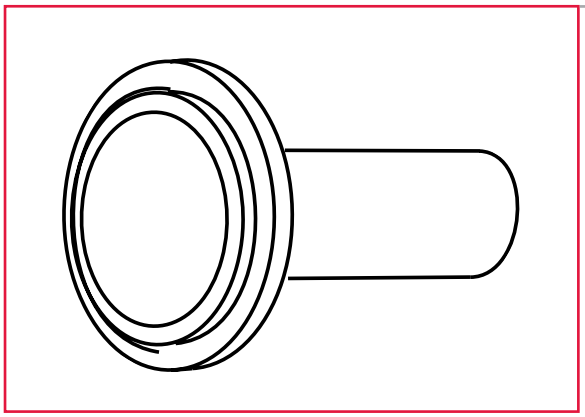


89838S Spark Plug Wrench
For removing 13/16" and 3/4" hex head spark plugs.
Wrench length 5-1/2" (14 cm).

19576S Spark Plug Wrench
The 19576S spark plug wrench has been modified to fit a wider variety of applications. The wrench, sized to fit 13/16" spark plugs on one side and 5/8" spark plugs on the other, has been stretched from 5-1/2" to a full 8" (14 cm – 20 cm). This change was driven by the longer reach needed to access spark plugs on many overhead valve engines. To gain better torque in removing the plug, the handle is longer as well. The blister pack part number is 5402. This wrench replaces 19374S, blister pack 5067.

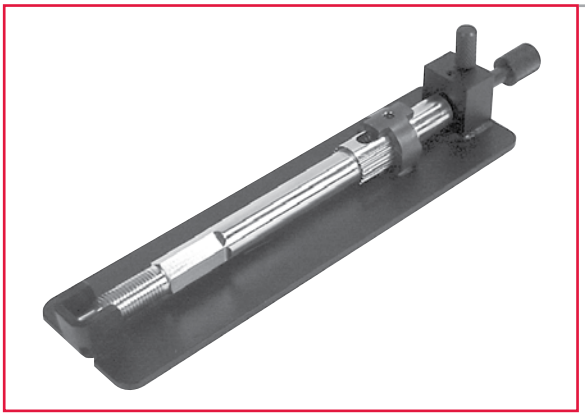


19423 Driver, Oil Seal
For installing timing gear cover oil seal on Vanguard™ 3-cylinder liquid-cooled engines.



19424 Driver, Oil Seal
For installing rear oil seal on Vanguard™ 3-cylinder liquid-cooled engines.

OUTBOARD MOTOR



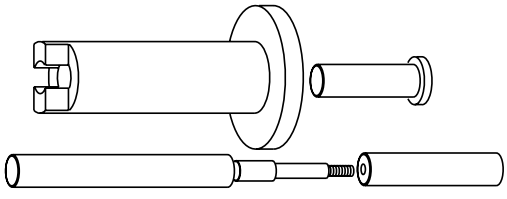
19555 Prop Shaft Fixture
Holds propeller shaft securely for easy removal of sliding clutch roll pin. For replacement pins order 19558.

19557 Tapered Socket
1-1/4" tapered hex. For removing and installing carrier nut on outboard gear case. Holds securely without damaging nut.

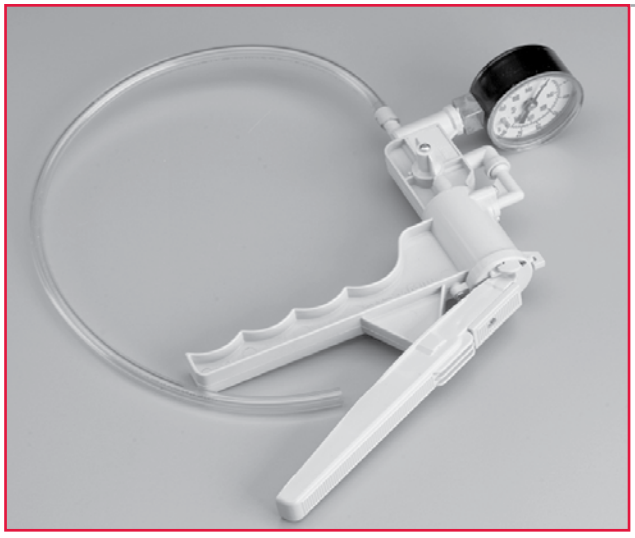
19070 Piston Ring Compressor
For engines 5 HP and below, such as Model 6, 8, 9, 10, 12, 13.

19230 Piston Ring Compressor
For engines above 5 HP.

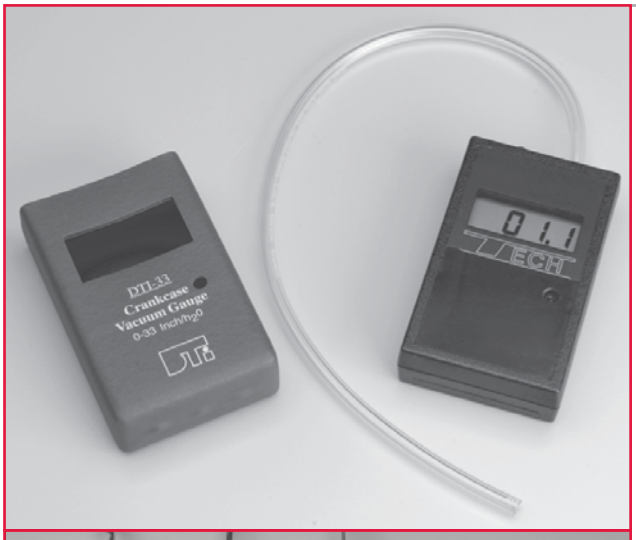
19340 Ring Expander
For removing and installing piston rings. Minimizes ring distortion and breakage. All engine models.



19419 Piston Pin Fixture
For removing and installing piston pin on Vanguard™ 3-cylinder liquid-cooled gasoline engines.



19493 Mity Vac Pressure/Vacuum Pump
Check carburetor inlet needles and seats for leakage.
Check pressure switches.
Check dash pot pull off on 3 L/C choke.



19495 Digital Crankcase Vacuum Tester
Extremely accurate and simple tool for measuring crankcase vacuum, or natural gas and LP fuel pressure for home generators.
Check crankcase vacuum with engine running at top no load speed.

Engine Test Fittings
What you need now is a quick and easy way to firmly attach these tools to an engine's crankcase. All you need to do is gather an assortment of various engine fill caps and dipsticks and an equal number of 691764 barbed fuel fittings. Listed below is an assortment of dipstick and oil fill cap part numbers.

First, if using a dipstick remove it from the cap. Determine the best location to drill a hole using a letter "Q" drill bit. Since you're working with plastic, it may also be possible to use a 21/64" or 5/16" bit too. Next, tap the hole with a 1/8" NPT tap, install the barb, epoxy in place and you're finished.

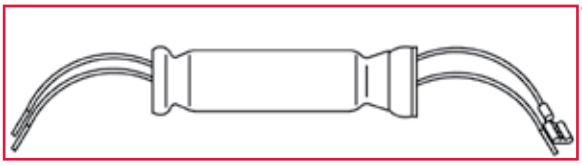
Part Number
1 - 499621 Dipstick
2 - 807985 Dipstick
3 - 495230 Dipstick
4 - 715588 Dipstick
5 - 281658 Fill Cap
6 - 691764 Hose Connector

795163 Hand Held Tiny-Tach Diagnostic Tool

Part number 795163 is a pulse operated, hand-held tachometer designed more as a diagnostic tool than other Tiny-Tachs. This tach is set up as a wireless device but comes equipped with a plug in wired antenna for those occasions where a stable rpm reading is hard to get. It features an auto off feature to extend battery life. Accuracy is +/- 10 rpm and the display is updated every ½ second. Besides the standard rpm display, the tach can be programmed to display MAX rpm reached during each session. This is a nice, handheld wireless tachometer!

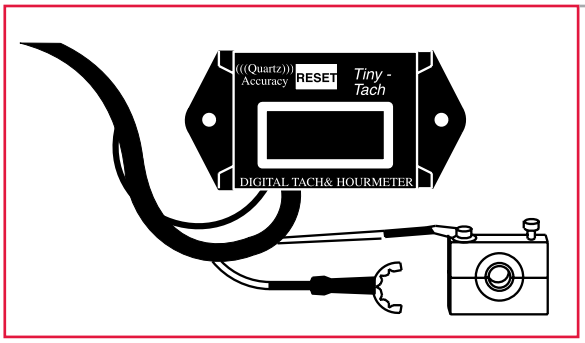
19389 Digital Tachometer & Hourmeter

Meter displays rpm while engine is running. When engine is stopped, meter displays elapsed time. The maximum speed is 20,000 rpm and it updates 1-2 times per second.



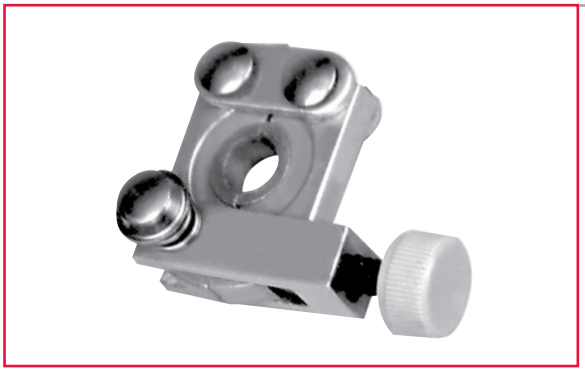
19456 Tachometer Adaptor

When attached to ignition module, permits use of Digital Tachometer, 19389 on Vanguard™ 3-cylinder liquid-cooled gasoline engines.



19457 Digital Tachometer & Hourmeter

For use on Vanguard™ 3-cylinder liquid-cooled diesel engines with 6 mm diameter fuel lines. This also includes a permanent transducer to be attached to the 6 mm fuel line.



19463 Quick Clamp Transducer

Use with 19457 Digital Tachometer and Hourmeter. Quick clamp design with spring loaded post terminal for easy installation and removal.

795193 Commercial Tachometer

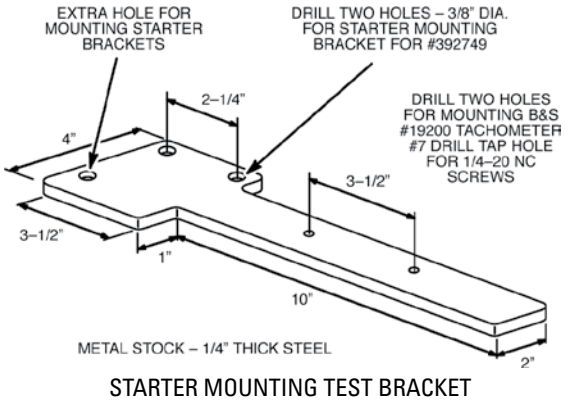
Part number 795193 is a new commercial Tiny-Tach that has the same 20K rpm limit and refresh rate as the improved version mentioned previously. According to Tiny-Tach, the… "Commercial Gas Model can be used as a complete Service Tracking device for any spark ignited engine. It is programmable for different firing orders as well as for tracking two different service intervals."

This is way more than a tachometer. See features below.

- This unit captures total time in hours and minutes up to 200 hours and hours only thereafter
- Displays anytime the engine is running, up to 20,000 rpm
- Displays maximum rpm recorded. Resetable
- Job length of time. A resetable timer displayed in hours and minutes up to 200 hours
- Programmable "time till service" counter 0 to 50 hours
- Programmable "time till service" counter 0 to 250 hours

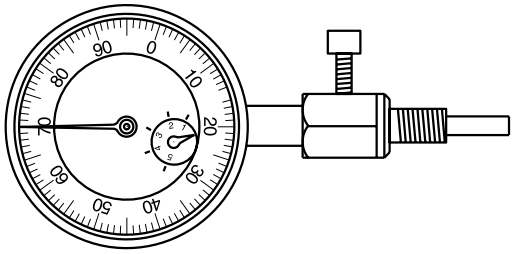
19200 Tachometer (Treysit Sirometer)

This sirometer measures from 800 to 25,000 revolutions per minute (rpm). It can be used for measuring engine rpm and by making this bracket measuring starter motor rpm as stated in the repair manuals.


EXTRA HOLE FOR MOUNTING STARTER BRACKETS
DRILL TWO HOLES – 3/8" DIA. FOR STARTER MOUNTING BRACKET FOR #392749
DRILL TWO HOLES FOR MOUNTING B&S #19200 TACHOMETER #7 DRILL TAP HOLE FOR 1/4–20 NC SCREWS
2–1/4"
4"
3–1/2"
3–1/2"
1"
10"
2"
METAL STOCK – 1/4" THICK STEEL
STARTER MOUNTING TEST BRACKET

19199 Dial Caliper
Range: 0" to 6" (0 to 152.4 mm) and reads to .001"

19393 Torque Wrench - 3/8" Drive
Range: 0 to 300 Inch Pound (0 to 346.8 Kgcm) (0 to 34.0 Nm)

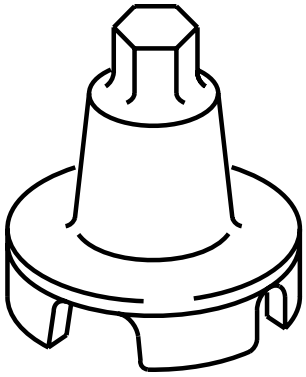


19441 Dial Indicator
For timing injector pump on Vanguard™ 3-cylinder liquid-cooled diesel engines.

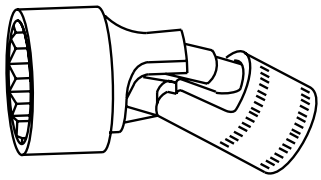
19485 Telescoping Gauge
Twelve inch (304 mm) length handle will reach the bottom of any cylinder bore.
Range: 2"- 3 1/2" (51-81 mm).

19487 Dial Bore Gauge
Fast, accurate method of checking cylinder bore size, taper and out of round.
Range: 1.960"- 6.185".

5054H Starter Repair Kit
For replacing rewind spring and starter ropes. For use on engines equipped with ratchet style starter clutches.

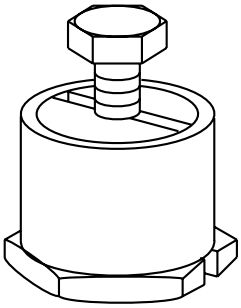


19244 Starter Clutch Wrench

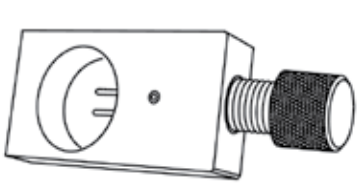


19353 Universal Socket
13 mm, 12 point, 1/4" Drive. For removing electric starter mounting screws. All V–Twin Vanguard™ engines.

19435 C–Ring Installation Tool
Installing new C–ring on starter motor when replacing starter motor drive.

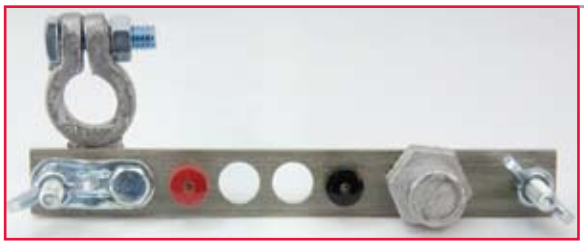


19467 Starter Ring Removal /Installation Tool
For removing and installing "C" rings on steel pinion starter drives with rubber dust cover.



Drive Pins

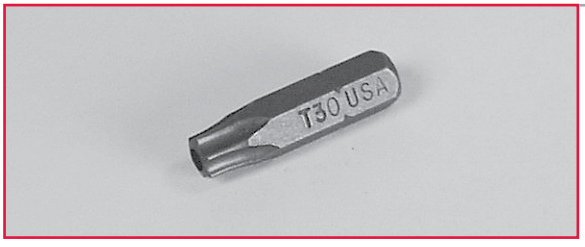
19447 Replacement Drive Pins
For old style C-ring removal tool - part number 19436 (obsolete).



19468 DC AMP Shunt
An improved version of a valuable diagnostic tool. Color coded receptacles hold digital multimeter leads securely while testing. This tool works with any digital multimeter with a milivolt scale.

19497 Universal Socket
12 mm 6 point, 1/4" drive socket for removing and installing starter motors on current Vanguard™ V–Twin Engines, and 3/LC diesel injection pumps.

19522 C-Ring Removal Tool
For removing C-ring on starter motor when replacing starter motor drive. All models.
Replaces 19436.

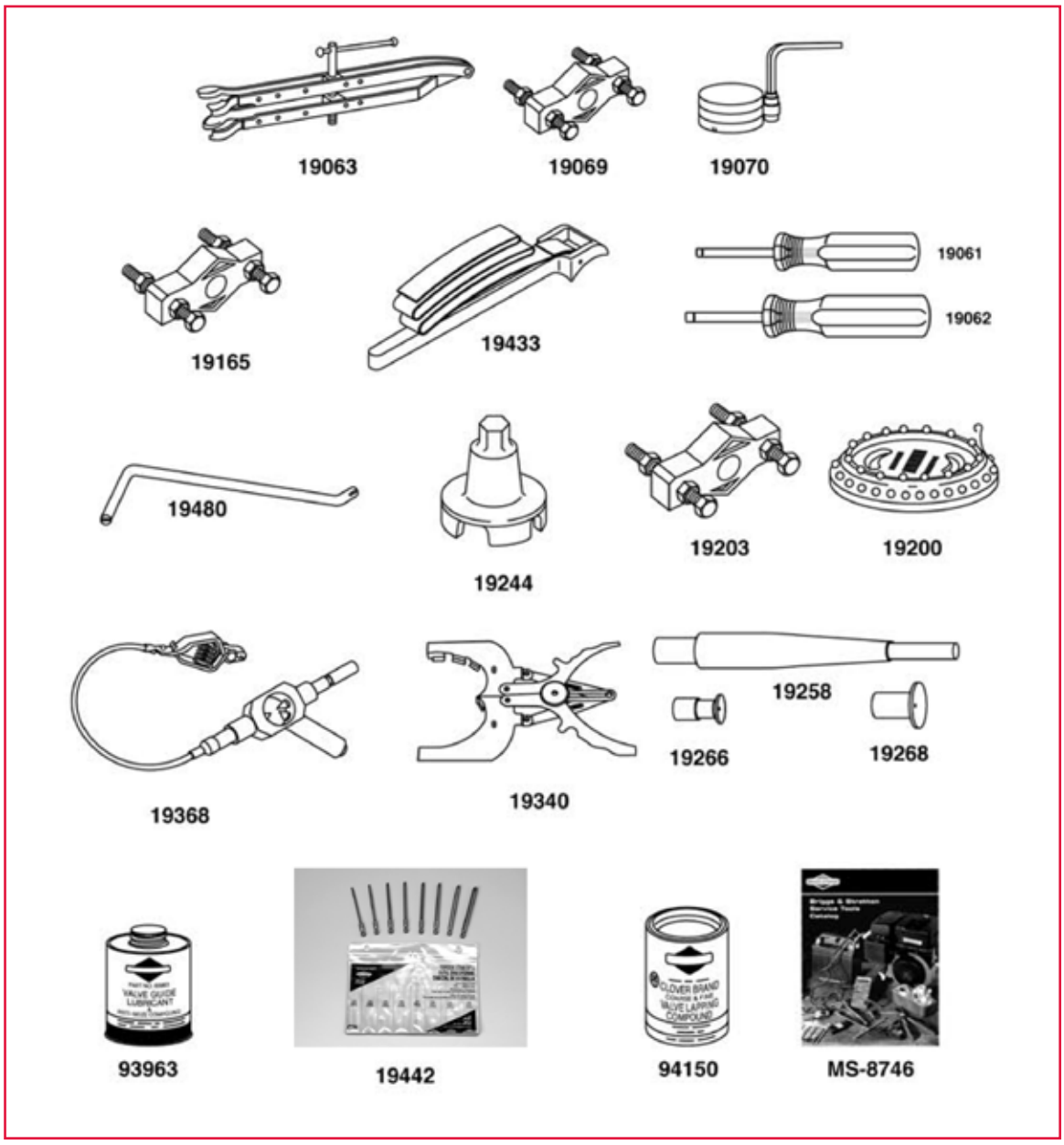


19524 Torx® Driver
Designed to help remove the tamper-proof fasteners of the Touch-N-Mow starter system.

795195 Diesel Tachometer
This tachometer uses the trigger module from the 3/LC gas engine as a sensor to monitor crankshaft motion. Most diesel engines sold since 2007 are equipped with this sensor. If not, it will have to be added. Order 825009 for the trigger module and 820013 for an attachment screw. The tachometer is powered by the pulses from the trigger module so it does not require an external battery. Besides a tachometer function, this unit also has 2 service countdown circuits, a max rpm circuit and a timer function that can be used to time specific jobs.

* Subject to Remaining Factory Inventory

19300 Basic Tool Kit



KIT INCLUDES:

19061	Carburetor Jet Screwdriver, Small Jets
19062	Carburetor Jet Screwdriver, Large Jets
19063	Valve Spring Compressor
19069	Flywheel Puller - small, whole distance 1-5/8"
19070	Piston Ring Compressor (5 HP & below)
19165	Flywheel Puller - medium, whole distance 2"
19433	Flywheel Holder[1]
19203	Flywheel Puller - large, whole distance 2.13/16
19200	Tachometer (Treysit Sirometer)
19340	Piston Ring Expander
19442	Torqux Start Bits[3] in handy pouch
19244	Starter Clutch Wrench
19258	Valve Lapper[2] (includes 19266 & 19268)
19368	Tester - Ignition
93963	Valve Guide Lubricant
94150	Clover® Valve Lapping Compound
MS-8746	Tool Catalog

Note: Each tool part number can also be ordered separately.

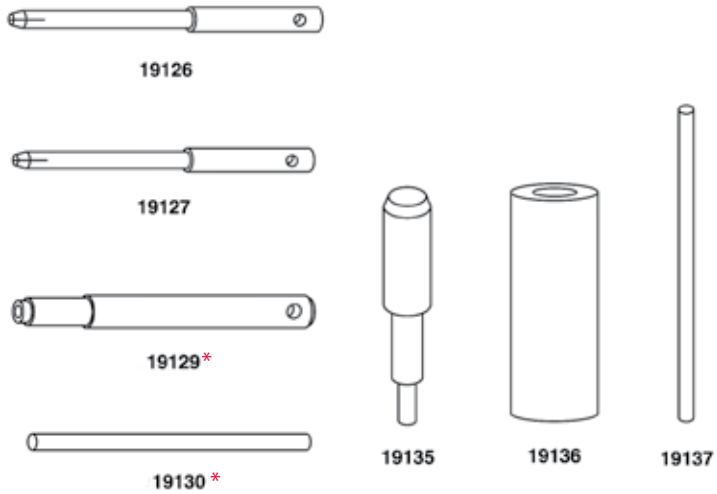
[1]For replacement strap, order 19488

[2]To order replacement suction cups, specify: 19266 – 3/4" (19.1 mm) 19268 – 1-1/4" (31.8 mm)

[3]To order replacement bits, specify: 19510 (T-10) - 19511 (T-15) - 19512 (T-20) - 19482 (T25) - 19513 (T-27) - 19514 (T-30) - 19515 (T-40) - 19516 (T-45)

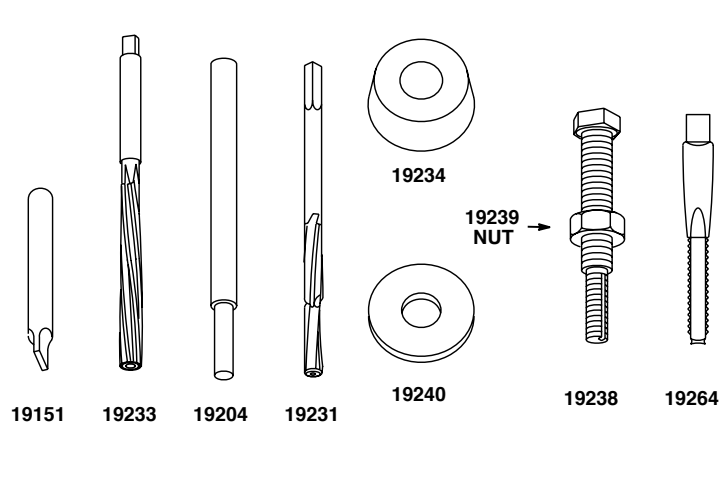
19063 Valve Spring Compressor

19138 Valve Seat Puller Kit
Kit includes:
19139 Puller
19140 Puller
19141 Puller
19182 Puller
• **Note:** Not available separately



Valve Seat Insert and Counterbore Tools
Counterbore tools used on cast iron engine models 5, 6, N, 8, 9, 14, 19, 20, 23, 240000, 300000, 320000.
Order these tool part numbers separately.

19126	Expansion Pilot - 1/4" Valve Guide
19127	Expansion Pilot - 5/16" Valve Guide
19129*	Cutter Shank
19130*	T-Handle for Cutter Shank
19135	Knockout Pin
19136	Insert Driver
19137	T-Handle for Pilots

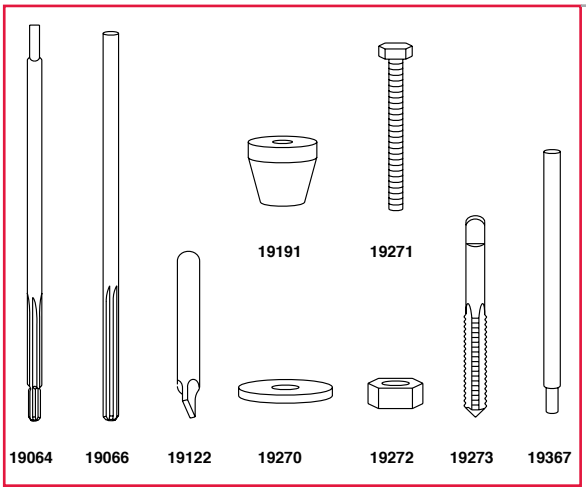


19232 Valve Guide Repair Kit
For servicing 5/16" valve guides.
Kit Includes:

19151	Plug Gauge
19204	Bushing Driver
19231	Reamer - Counterbore
19233	Reamer - Finish
19234	Reamer Guide
19238	Puller Bolt
19239	Nut
19240	Washer
19264	9 mm Tap

Note: Each tool part number can also be ordered separately.

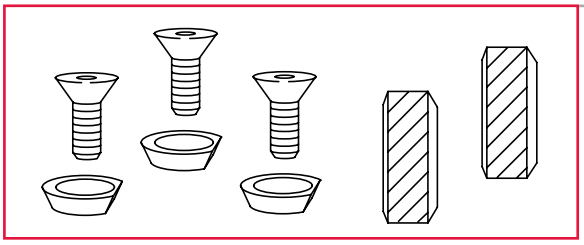
19258 Valve Lapper
(Includes 19266 and 19268)
To order replacement suction cups, specify:
19266 - 3/4" (19.1 mm) 19268 - 1-1/4" (31.8mm).



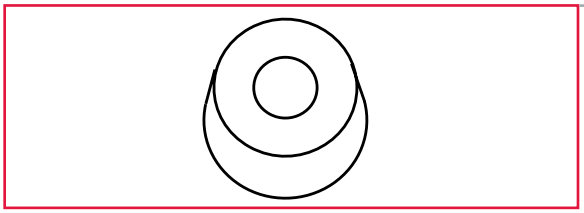
19269 Valve Guide Repair Kit
For servicing 1/4" valve guides.
Kit Includes:

19064	Reamer - Counterbore
19066	Reamer - Finish
19122	Plug Gauge
19191	Reamer Guide
19270	Washer
19271	Puller Bolt
19272	Nut
19273	7 mm Tap
19367	Bushing Driver

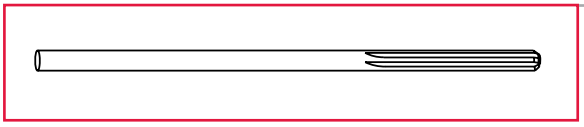
Note: Each tool part number can also be ordered separately.



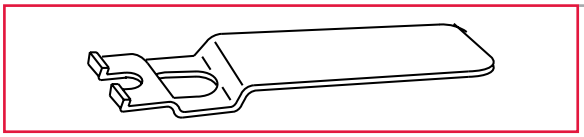
19302 Valve Seat Cutter Repair Kit
- 3 blades - use on either side of cutter head
- 3 set screws
- 3 wedges



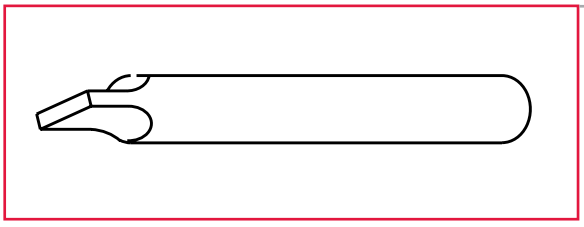
19345 Reamer Guide
For guiding the 19346 reamer while finish reaming valve guide bushing in Vanguard™ engines.



19346 Valve Guide Reamer
For finish reaming single cylinder Vanguard™ engine Models 104700, 161400, 260700, 261700 valve guide bushing after installation.

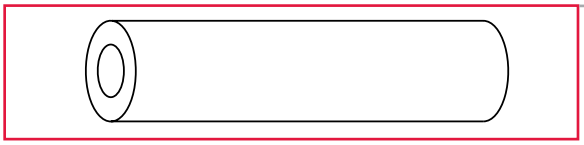


19347 Valve Spring Compressor
For compressing valve springs, most Vanguard™ engine models.

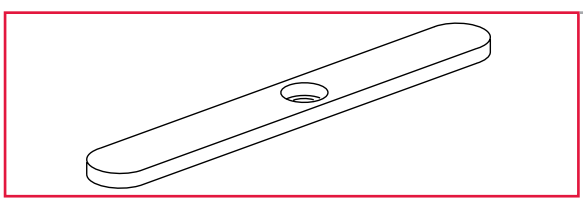


19381 Valve Guide Plug Gauge
Checking valve guides for wear - Vanguard™ engine Models 104700, 161400, 260700, 261700 and single cylinder OHV Model 280000.

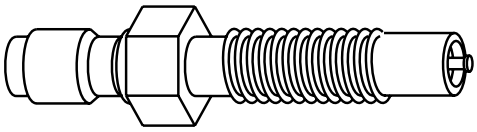
19382 Valve Guide Plug Gauge
Checking valve guides for wear - Vanguard™ V-Twin engines. Also single cylinder Vanguard™ engine Models 85400, 115400, 185400, 235400 and 245400.



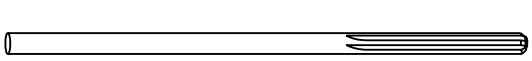
19416 Valve Guide Driver
For installing valve guide bushings on Vanguard™ 3-cylinder liquid-cooled engines.



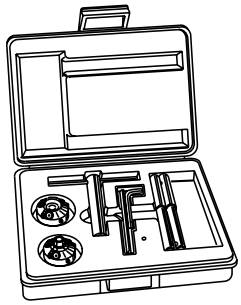
19417 Valve Spring Compressor
For removing and installing valves on Vanguard™ 3-cylinder liquid-cooled engines.



19443 Compression Test Adaptor
For testing compression on Vanguard™ 3-cylinder liquid-cooled diesel engines.

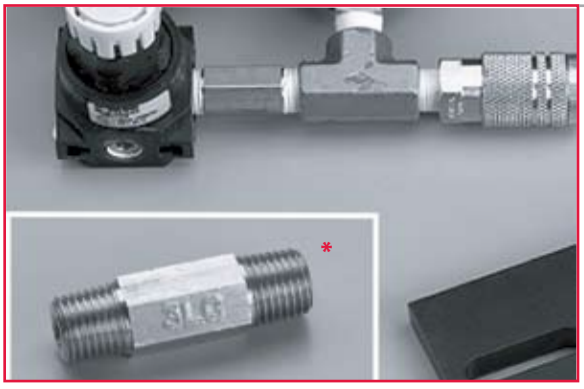


19444 Valve Guide Reamer
For finish reaming Vanguard™ V–Twin valve guides after installation. Also used for cleaning valve guides on Vanguard™ 3-cylinder liquid-cooled engines. Use with 19345 Reamer Guide.



19446 Neway Valve Seat Cutter Kit
For reconditioning 30° and 45° angle valve seats on Vanguard™ 3-cylinder liquid-cooled engines.
Includes 15° cutter for top cutting 30° angle seats.
Includes 6.0 and 6.02 mm pilots.

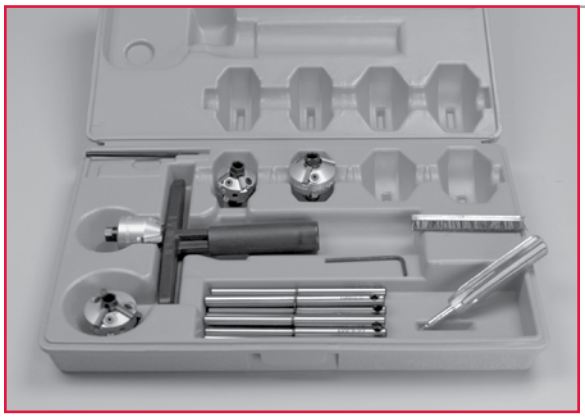
19465 Valve Adjustment Set
For adjusting valves on Vanguard™ and Intek™ V–Twin engines.
Offset 13 mm wrench with 5 mm hex and T–40 Torx® drivers.



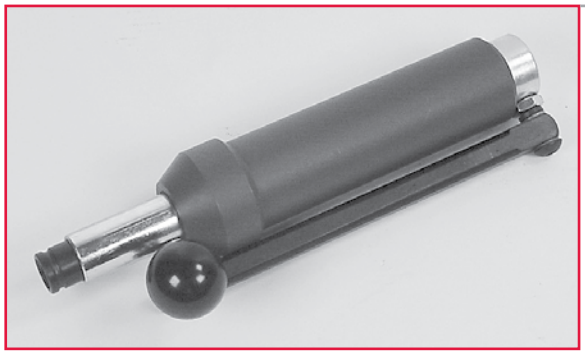
19478* Orifice
Calibrated specifically for use with the older 19475 Leakdown Tester on 3/LC engines.

19545 Leakdown Tester
Used to test the sealing capabilities of the compression components of all engines. Comes with crankshaft clamp and case.

* Subject to Remaining Factory Inventory



19547 Valve Seat Cutter Kit
Master seat cutter set will handle all Briggs & Stratton engines except 3 L/C engines.

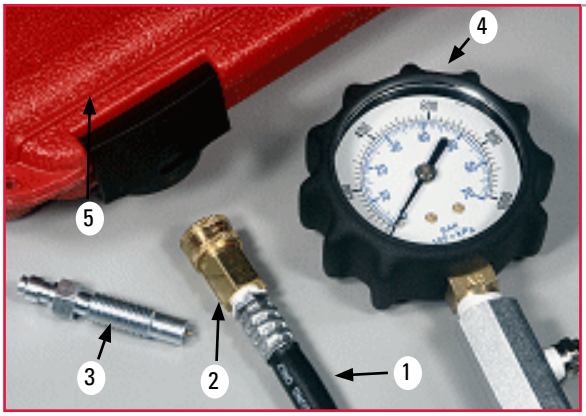


19549 Easy Turn Wrench
Spring loaded body maintains an even pressure when cutting valve seats. Rotating handle allows continuous turning for faster seat cutting and minimizing chatter.

19551 Seat Cutter Upgrade Kit
This kit will upgrade the basic 19237 seat cutter kit to the level of the 19547 master seat cutter kit.

93963 Valve Guide Lubricant
Recommended as a valve guide lubribricant but also makes an excellent anti-seize. Use on nut and bolt assemblies to improve later disassembly. Insures correct torque and true torque wrench reading plus aids in the proper seating of bolts.

94150 Clover® Valve Lapping Compound
4 oz. (113 g) duplex can contains coarse (120 grit) and fine (280 grit) compound.

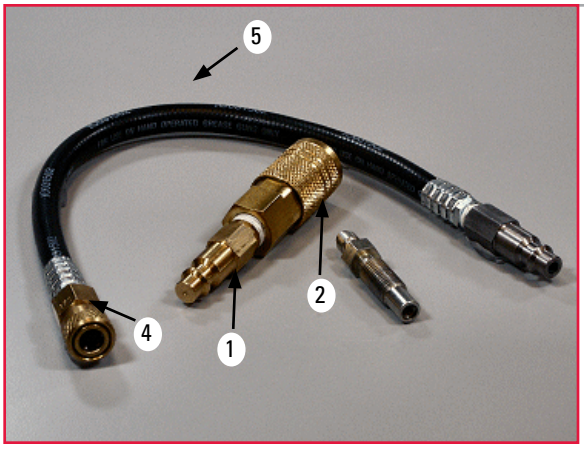


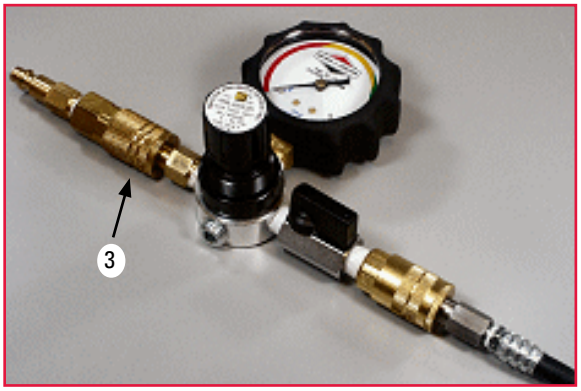
19566 Diesel Compression Tester

The 19566 3/LC Diesel Compression Tester includes:

1. High pressure hose
2. Parker – "ST series 1" mini quick disconnect fitting
3. 19443 glow plug adapter
4. Pneumatic gauge protector
5. Injection molded storage case

NOTE: Do not try to use an automotive type gasoline engine compression gauge on a diesel engine. They don't normally have the range necessary for diesel engines and there may be an issue with the hose bursting. Normal compression for the Briggs & Stratton 3/LC diesel engine is as high as 500 psi (35 bar). The 19566 3/LC Diesel Compression Tester is capable of reading 1000 psi (70 bar).





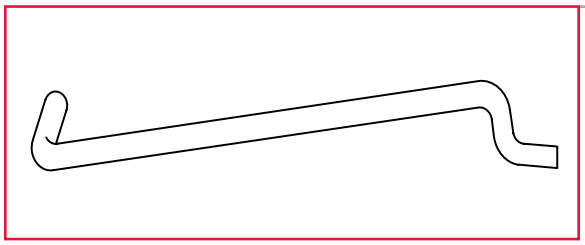
19559 3/LC Diesel Leakdown Adapter

This adapter kit allows the 19545 Leakdown Tester to be used to diagnose compression problems with the 3/LC diesel engine line. This kit includes the following:

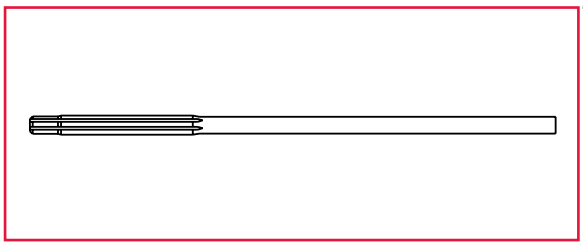
- A quick disconnect fitting that attaches to the high pressure supply side of the leakdown tester.
- A hose equipped with a mini quick disconnect fitting that attaches to the low pressure side.
- A 19443 diesel compression test adapter that screws into the glow plug hole.

NOTE: Remove the Shrader Valve from the 19443 adapter when performing leakdown testing.
Once the adapter parts are installed, the tester is used in the normal fashion.

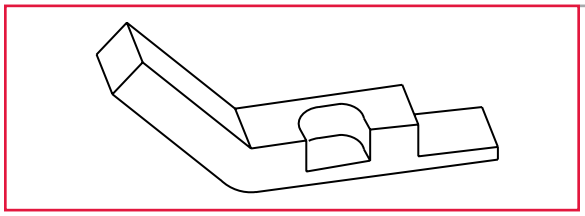
1. Standard "M" style fitting with orifice drilled in end of fitting
2. Standard "M" style quick release fitting
3. Adapter properly attached to the leakdown tester
4. Parker – "ST series 1" mini quick disconnect
5. Note: For replacement high pressure hose, order part 19564



19256 Brake Adjustment Gauge
For adjusting band brakes.



19333 Governor Bushing Reamer
For finish reaming 1/4" (6.35 mm) governor shaft bushing, after installation. 3 HP to 16 HP single cylinder mechanical governor engines.



19385 Adjustment Gauge
For adjusting secondary governor spring, V–Twin Vanguard™ engines.

19420 Puller, Crankshaft Pulley
For removing crankshaft pulley on Vanguard™ 3-cylinder liquid-cooled engines

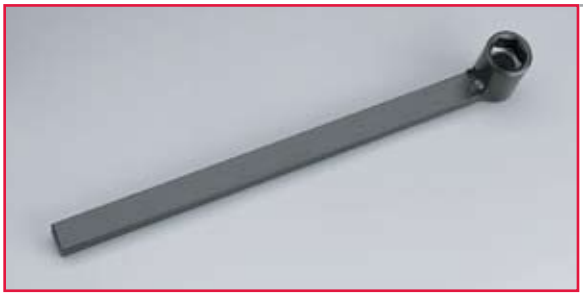
Injector Tester
If you service and repair diesel engines on a regular basis, a diesel injector tester is a “must have” tool. This tester from US Diesel in Fort Worth, Texas is what we use so we know its tough enough for everyday use. This tool is part number U470/600B and is supplied with a 12 mm and 14 mm injector line. We've tried 4 or 5 different testers. The US Diesel tester is by far the best value and is better made than some that cost twice as much. When you talk to Mark tell him we sent you!
www.usdiesel.com
Mark Hagood
1-817-485-6422

19442 Torqux Star Bits
To remove and install Torx® screws. In handy pouch.
T–10, T–15, T–20, T–25, T–27, T–30, T–40, T–45
Bit length 3.75 inches.

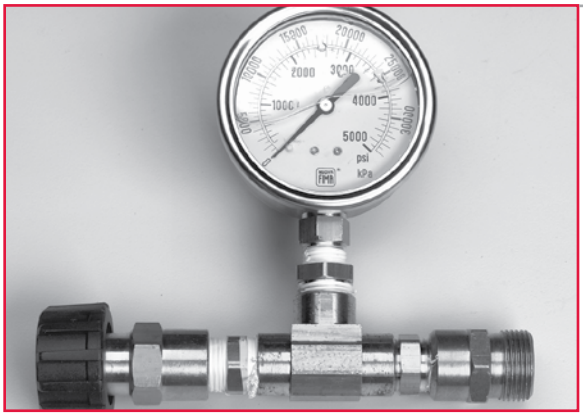
These Torqux star bits are not to be used with pneumatic hand tools.
Replacement bits:

19510 - (T10)	19482 - (T25)
19511 - (T15)	19514 - (T30)
19512 - (T20)	19515 - (T40)
19513 - (T-27)	19516 - (T45)

19480 Tang Bender
For all engines. Used for setting top no load and governed idle speeds.



19491 Alternator Wrench
For use on 3/LC engines. Holds alternator pulley nut when removing and installing alternator pulley. Also handy when rotating crankshaft when adjusting valve clearance.



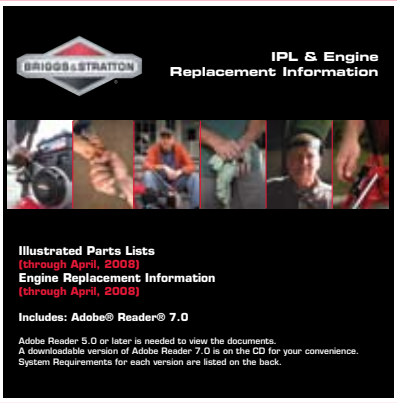
196682GS Pressure Washer Tester Gauge
This new pressure gauge is installed between the pump head and high-pressure hose to check pump output pressure. It has a M22 X M22 connection that will allow quick installation on hoses with those fittings. With the gauge installed in this position, gauge readings will be approximately 200 psi (13-14 bar) lower than the rated pump pressure due to pressure loss across the unloader.

795161 Alcohol Tester

Briggs & Stratton introduced a tester to determine the alcohol content in gasoline almost three decades ago. At that point, we were concerned about the damage fuel containing more than 10% alcohol could do to fuel systems. Fuel in some parts of the world is being marketed with 75 to 85 percent alcohol. Because this fuel is not suitable for use in our engines, you may need to have a method to determine what the actual content is. Designed to measure a percentage of volume somewhere in the 20% range, the old tester is not quite up to the task. This paved the way for introduction of the 795161 tester, marked with a calibration line at 10%, 20%, 70% and another at 85%. This provides the technician with visual cues as to the alcohol content.

100054 Heavy Duty Shop Towels

These all-purpose wipers are great for keeping the work bench and shop clean.


BRIGGS&STRATTON
IPL & Engine
Replacement Information
Illustrated Parts Lists
(through April, 2008)
Engine Replacement Information
(through April, 2008)
Includes: Adobe® Reader® 7.0
Adobe Reader 5.0 or later is needed to view the documents.
A downloadable version of Adobe Reader 7.0 is on the CD for your convenience.
System Requirements for each version are listed on the back.

MS-5637 IPL & Engine Replacement Information CDs

This parts look-up method has been recently updated and now has expanded to two CDs.

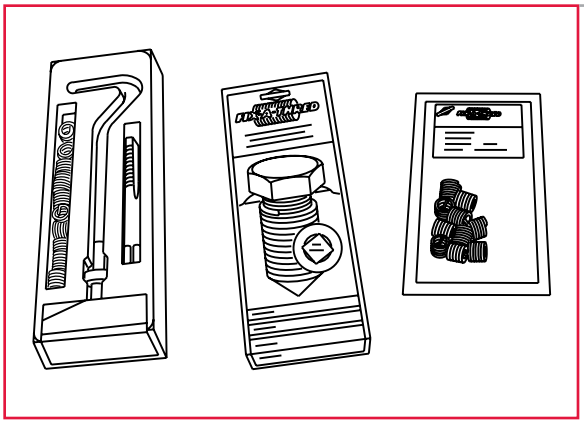
Aerosol Spray Paint for Engines

Fast drying, lacquer base, gasoline and heat resistant, 13 ounce (369g) spray can

Available colors, order separately:

271400 - Gloss Black
271402* - Ice White
271403 - Satin Black
271675 - American Red

* Subject to Remaining Factory Inventory



Fix–A–Thread Kits

For repairing damaged and stripped threads.

100024 - Master Thread Repair Kit includes:

- 100007 Thread Repair Kit 10–32
- 100008 Thread Repair Kit 1/4–20
- 100009 Thread Repair Kit 5/16–18
- 100010 Thread Repair Kit M5x.8
- 100011 Thread Repair Kit M6x1
- 100012 Thread Repair Kit M8x1.25
- 100013 Thread Repair Kit 14 mm Spark Plug

Thread Insert Refills

4185* - 10-32 Refill-10

Quick Fuel Line Disconnects

These fuel line quick disconnects allow the fuel line to be separated without fuel leakage. When servicing or testing equipment that frequently needs to have the engine or fuel tank separated from the equipment, these fittings offer you a spill-proof method. The male end is part number 192695GS and the female end is part number 189117GS. Both are available as a Briggs & Stratton Power Products part number.

100057 Grease Gun Kit - Simple One Handed Operation

Contains steel grease gun, application tube & one 3 oz. grease cartridge.

100058 Grease Gun Refill Kit

Grease Refill Cartridges for Grease Gun Kit 100057.